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NATURE, USES OF ESTONIAN SHALE

DATA ON ESTONIAN SHALE -- Moscow, Nauka i Zhizn', No 1, 1953

The Estonian shale basin is located in the northeastern part of the Estonian SSR. The shale, in many cases, lies at a shallow depth, and the deposits are worked by the open-pit method.

Estonian shale is a soft, chocolate-colored rock, breaking up easily into separate small pieces. In its dry form, it can be ignited by a match and burns with a smoking flame, giving off as much heat as a corresponding amount of Moscow basin coal.

Extracted shale is divided into three classes, depending on the size of the lumps: the first class includes lumps 125 millimeters or more in size; the second, lumps from 25 to 125 millimeters; and the third, screenings up to 25 millimeters. The quality of the shale depends on the class. Large lumps of shale contain less mineral admixtures and burn easily, while a specially constructed firebox is necessary for burning shale fines. The calorific value of large shale lumps is also higher than that of fines.

Shale is the chief fuel of the Estonian SSR and is used in industry, transport, and communal economy. The largest electric power stations and heat and power plants of the republic operate on it. In addition, a large amount of shale is shipped from the Estonian SSR to the Latvian and Lithuanian SSRs and to Leningrad.

Shale has recently begun to be used also for metallurgy. Estonian scientists, in collaboration with scientists of Moscow and Leningrad, have discovered a method of using shale in smelting pig iron. In 1951, the foundry shop of the Tallin Machine-Building Plant introduced a method of smelting pig iron on a mixture of foundry coke and shale. As a result, the consumption of coke in the plant was decreased by almost half, and the requirement for limestone dropped. Slightly melting shale ash successfully replaced the

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flux-limestone. The new technology of smelting cheapens the cost of the metal accelerates the production process 1-1½ hours, and considerably increases the production of the cupola furnaces.

MINE NO 10 PERFECTS WORK METHODS -- Tallin, Sovetskaya Estoniya, 16 Apr 53

Miners of Mine No 10 are perfecting the new method of organizing shale production -- one cycle in two shifts -- and are increasing the shale output daily, as well as improving the utilization of mechanisms. In their efforts to give a good performance by 1 May, they delivered more than 10,000 tons of above-plan shale, which was 2.5 times more than provided for in their pledges. The workers are still stepping up the rate of their work, striving to give the country additional thousands of tons of above-plan shale by the holiday [1 May].

ESTONSLANETS COMBINE COMPLETES THE 4-MONTH PLAN -- Moscow, Pravda, 27 Apr 53

The Estonslanets Combine completed the 4-month plan ahead of schedule. Workers of Mine No 10 were the first in the basin to complete their pre-May obligations.

KOKHTLA-YARVE PLANT SHIPS HUGE QUANTITIES OF SHALE GAS -- Tallin, Sovetskaya Estoniya, 10 Apr 53

More than one million [illegible] meters of above-plan shale gas have been transported through the Kokhtla-Yarve--Leningrad and the Kokhtla-Yarve--Tallin gas pipelines from the beginning of 1953 through 8 April. Miners of the Kyava-2 and the Kukruse mines have delivered thousands of tons of above-plan shale.

SHALE SHIPPING NEEDS REVISION -- Tallin, Sovetskaya Estoniya, 17 Apr 53

The question of revising plans for the transport of shale has been brought before the directors of the Ministry of the Local and the Shale and Chemical Industry of the Estonian SSR, Uglesbyt, and the Estonslanets Combine several times. In particular, it has been pointed out that shale should be shipped to the Kokhtla-Yarve Combine from the three mines attached to it, The Kukruse, Kyava-2, and the Yykhvi mines, which are all located on one branch line. It has been recommended that other mines be put at the disposal of other consumers. However, the Estonslanets Combine has done nothing to regulate transport plans, and the Kukruse and Yykhvi mines continue to ship to different consumers.

Transport planning at mines of the Kiviyli and Kokhtla combines of the Ministry of the Local and the Shale and Chemical Industry is in an even worse condition. The Kiviyli Mine ships shale to 39 stations; the Kokhtla Mine, to 19 stations. Both mines send a definite number of cars to one and the same station. The Kokhtla Mine, for example, sends 35 cars to the Vil'yandi station, 30 cars to the Sindi station, and 5 to Tartu, while the Kiviyli Mine sends 12 cars to the Vil'yandi station, 6 cars to the Sindi station, and 72 to the Tartu station. These mines sometimes ship shale to one and the same consignee in one 24-hour period.

Workers of the administration of the Estonian Railroads, together with the Ministry of the Local and the Shale and Chemical Industry, should revise transport planning and thus make it possible to avoid inefficient transport.

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